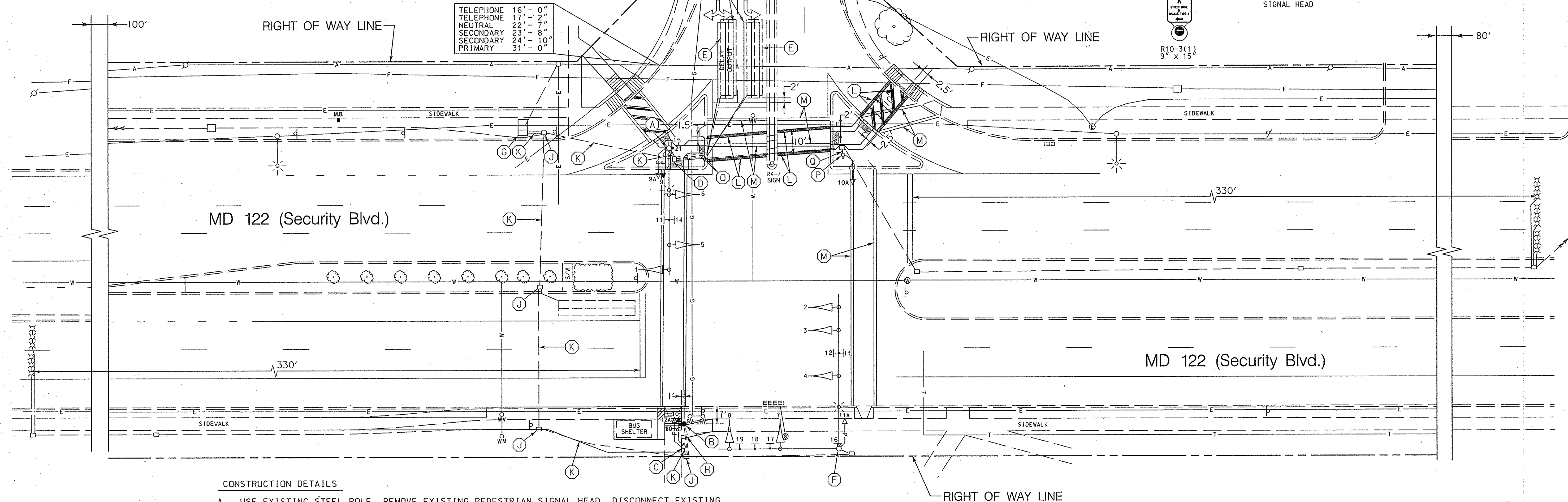


# GENERAL NOTES

- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
- PUSHBUTTONS ARE TO BE LOCATED ADJACENT TO A LEVEL (1:48) LANDING (32" x 54") ALONG THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 43.09 AND FIG. 4E2 AND THE LATEST EDITION OF THE NCHRP PUBLICATION, 'ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE'.

MD 122 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



## CONSTRUCTION DETAILS

- USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD. DISCONNECT EXISTING PEDESTRIAN SIGNAL PUSHBUTTON ELECTRICAL CABLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN AND CONNECT ELECTRICAL CABLE TO NEW AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS SECURITY BLVD."). INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE (SEE MODIFIED PEDESTAL POLE FOUNDATION DETAIL ON SHEET TSP-6) CUT ABOVE R10-3(1) SIGN. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SECURITY BLVD."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD. PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- USE EXISTING HANDHOLE. SPLICE EXISTING 2-CONDUCTOR (NO. 14 A.W.G.) ALUMINUM SHIELDED ELECTRICAL CABLE TO NEW LOOP WIRE (NO. 14 A.W.G.).
- ABANDON EXISTING LOOP DETECTOR. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD. PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN FROM STEEL POLE. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- USE EXISTING BASE MOUNTED CONTROLLER AND CABINET. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
- REMOVE EXISTING SIDEWALK AND INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. REPLACE 5 IN. CONCRETE SIDEWALK.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- REMOVE EXISTING PAVEMENT MARKINGS.
- INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT. (FOR DETECTOR WIRE SLEEVE)
- REMOVE EXISTING PEDESTAL POLE AND FOUNDATION 12 IN. BELOW GRADE.
- CAP AND ABANDON EXISTING CONDUIT.

## SPECIAL NOTE:

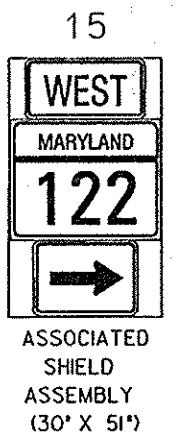
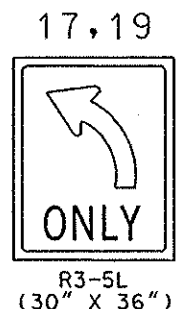
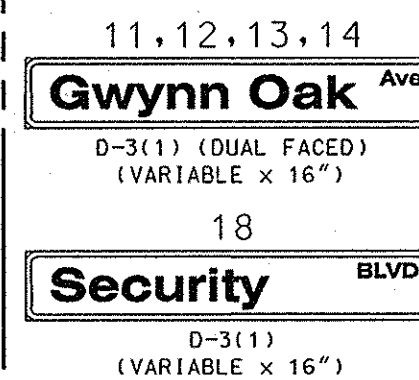
THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.

**WR&A**  
Whitman, Requardt and Associates, LLP  
Engineers, Architects and Planners

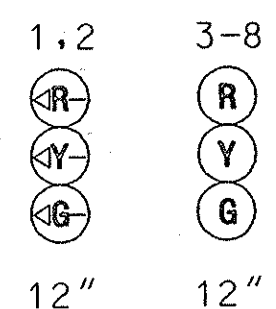
801 South Caroline Street  
Baltimore, Maryland 21231  
410-235-3450

BY: sbloss

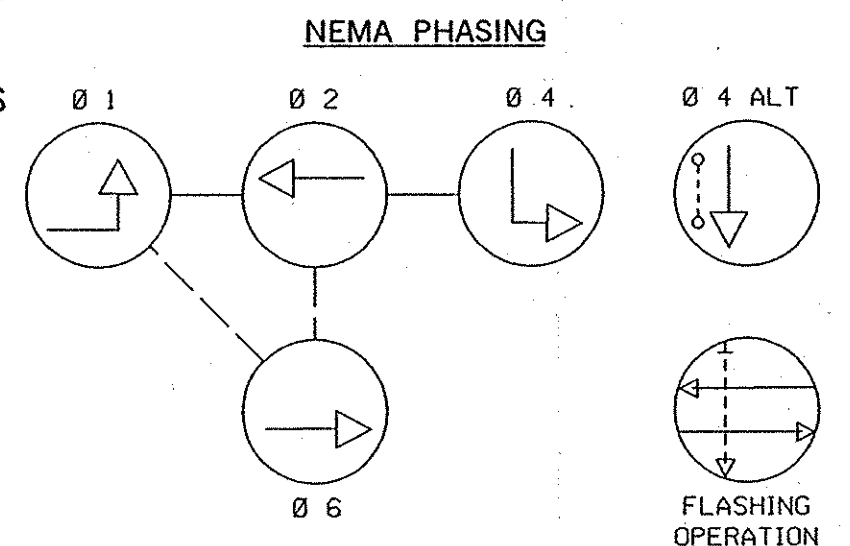
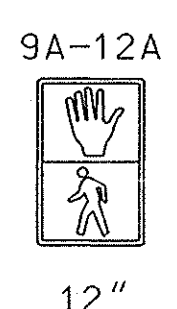
## EXISTING SIGNS TO REMAIN



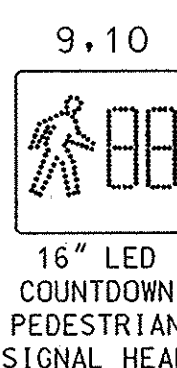
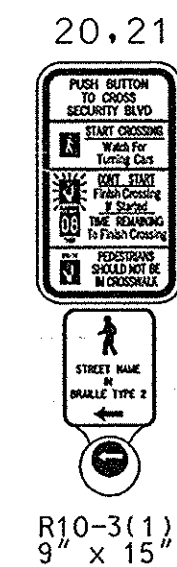
## EXISTING SIGNAL HEADS TO REMAIN



## EXISTING SIGNAL HEADS TO BE REMOVED



## PROPOSED SIGNS



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 122 (Security Boulevard) and  
Gwynn Oak Avenue

## TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE CONTRACT NO.

DESIGNED BY COUNTY Baltimore  
DRAWN BY LOGMILE 03.0122.01.38  
CHECKED BY TMS NO. 4453  
FAP NO. TOD NO.

TS NO. 4248 DRAWING TSP-3- OF SHEET NO. 3 OF 6

GEOMETRIC LEGEND	EXISTING	PROPOSED
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APPROVALS	REVISIONS
TEAM LEADER	
ASSIST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS
① INSTALLED AUDIBLE PEDESTRIAN SIGNALS CONTRACT NO. AX1795133 4/20/2007
SRB NML
② RECONSTRUCTION OF SIGNAL XX1085185 7/01/2003
SRB NML

PLOTTED: 04-30-2007  
FILE: n:\31558-101\cad\p83-P003\_m0122.dgn